

2004

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Special Locality Report

136

City of Waynesboro

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wye - Wye Route connector


















P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Waynesboro

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 		From: WCL Waynesboro														
	City of Waynesboro (Maint: 07)	0.23	17000	F	87%	1%	1%	1%	11%	0%	F	0.084	F		16000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	F	87%	1%	1%	1%	11%	0%	F	NA			33000	F
East 		To: US 340														
	City of Waynesboro (Maint: 07)	1.95	17000	B	87%	1%	1%	1%	11%	0%	C	0.103	A		17000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	B	87%	1%	1%	1%	11%	0%	C	0.105	A	0.556	34000	B
East 		To: 136-5118 Delphine Ave To 07-624														
	City of Waynesboro (Maint: 07)	0.70	15000	F	87%	1%	1%	1%	11%	0%	F	0.082	F		15000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	G	87%	1%	1%	1%	11%	0%	F	NA			29000	G
West 		To: ECL Waynesboro														
		From: WCL Waynesboro														
	City of Waynesboro (Maint: 07)	0.43	17000	F	87%	1%	1%	1%	11%	0%	F	0.084	F		16000	F
West 		From: US 340														
	City of Waynesboro (Maint: 07)	2.15	17000	B	87%	1%	1%	1%	11%	0%	C	0.113	A		17000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	B	87%	1%	1%	1%	11%	0%	C	0.105	A	0.556	34000	B
West 		To: 07-624 Delphine Ave														
	City of Waynesboro (Maint: 07)	0.30	14000	G	87%	1%	1%	1%	11%	0%	F	NA			14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	G	87%	1%	1%	1%	11%	0%	F	NA			29000	G
 Main St		To: ECL Waynesboro														
		From: WCL Waynesboro														
	City of Waynesboro	0.84	21000	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.501	23000	F
 Main St		To: Carman Ave														
		From: WCL Waynesboro														
	City of Waynesboro	0.30	21000	F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.519	23000	F
 Main St		To: Hopeman Pkwy														
		From: WCL Waynesboro														
	City of Waynesboro	0.67	14000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.505	15000	F
 Broad St		To: US 340 Rosser Ave														
		From: WCL Waynesboro														
	City of Waynesboro	0.25	14000	G	99%	0%	0%	0%	0%	0%	F	NA			15000	G
 Broad St		To: Poplar Ave														
		From: WCL Waynesboro														
	City of Waynesboro	0.50	13000	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.613	14000	F
 Broad St		To: Wayne Ave														
		From: WCL Waynesboro														
	City of Waynesboro	0.12	10000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.602	11000	F
 Broad St		To: Arch Ave														
		From: WCL Waynesboro														
	City of Waynesboro	0.44	6800	F	96%	0%	1%	0%	1%	0%	C	0.092	F	0.542	7400	F
  Main St		To: US 340 Main St														
		From: US 340 Broad St														
	City of Waynesboro	0.19	13000	F	96%	0%	1%	0%	1%	0%	F	0.092	F	0.515	14000	F
		To: US 340 Delphine Ave														

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
250 Main St	City of Waynesboro	From: Delphine Ave	1.00	7100	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.569	7700	F
		To: Hunter St	0.44	5900	F	96%	0%	1%	0%	2%	0%	C	0.103	F	0.611	6400	F
250 Main St	City of Waynesboro	To: ECL Waynesboro															
		From: WCL Waynesboro	1.19	4700	F	94%	1%	2%	1%	1%	0%	C	0.102	F	0.617	5200	F
254 Ivy St	City of Waynesboro	To: Hopeman Pkwy	0.52	5700	F	94%	1%	2%	1%	1%	0%	F	0.103	F	0.651	6300	F
		From: King Ave	0.30	13000	G	97%	0%	2%	1%	0%	0%	C	NA			14000	G
254 Poplar Ave	City of Waynesboro	To: Broad St	0.07	3300	F	97%	0%	2%	1%	0%	0%	F	0.11	F	0.642	3600	F
		To: Main St															
340 Rosser Ave	City of Waynesboro	From: WCL Waynesboro	0.34	16000	F	95%	0%	1%	1%	2%	1%	C	0.086	F	0.539	18000	F
		To: I-64	0.56	24000	G	99%	0%	1%	0%	0%	0%	F	NA			25000	G
340 Rosser Ave	City of Waynesboro	To: Lew Dewitt Blvd	0.71	14000	F	99%	0%	1%	0%	0%	0%	C	0.089	F	0.506	15000	F
		From: Northgate Ave	0.61	12000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.524	13000	F
340 Rosser Ave	City of Waynesboro	To: Forrest Dr	0.56	12000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.534	13000	F
		To: US 250 Main St															
340 Main St	City of Waynesboro	From: Rosser Ave	0.38	8700	F	99%	0%	1%	0%	0%	0%	F	0.097	F	0.536	9500	F
		To: New Hope Rd	0.35	6800	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.515	7500	F
340 Main St	City of Waynesboro	To: Wayne Ave	0.14	4700	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.512	5200	F
		From: Arch Ave	0.39	7200	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.562	7900	F
340 Main St	City of Waynesboro	To: US 250 Broad St	0.19	13000	F	96%	0%	1%	0%	1%	0%	F	0.092	F	0.515	14000	F
		From: Main St	0.25	11000	F	97%	0%	1%	0%	2%	0%	F	0.089	F	0.579	12000	F
340 Delphine Ave	City of Waynesboro	To: 7th St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
340 Delphine Ave	City of Waynesboro	From: 7th St														
		0.60	10000	F	97%	0%	1%	0%	2%	0%	F	0.087	F	0.578	11000	F
340 Delphine Ave	City of Waynesboro	From: Second St														
		0.81	8300	F	97%	0%	1%	0%	2%	0%	F	0.088	F	0.584	9100	F
340 Delphine Ave	City of Waynesboro	From: Hopeman Pkwy														
		0.25	9200	F	97%	0%	1%	0%	2%	0%	C	0.094	F	0.658	10000	F
		To: NCL Waynesboro														

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City of Waynesboro

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
(1) Kirby St	0.12	350	G	From: Shenandoah Ave To: A Street	94% 0%	0%	2% 3%	0%	0%	C	NA			370	G	2004
(2) A Street	0.22	1500	F	From: Kirby Ave To: ECL Waynesboro	98% 0%	1%	1% 0%	0%	0%	C	0.115	F	0.621	1600	F	2004
(5100) Thirteenth St	0.63	4000	F	From: Rosser Ave To: Pine Ave	99% 0%	0%	1% 0%	0%	0%	F	0.094	F	0.608	4400	F	2004
(5100) Thirteenth St	0.43	2700	F	From: Pine Ave To: Arch Ave	99% 0%	0%	1% 0%	0%	0%	C	0.092	F	0.539	3000	F	2004
(5101) Davis Rd	0.09	800	F	From: Northgate Ave To: Vedette St	99% 0%	0%	0% 0%	0%	0%	F	0.110	F	0.622	870	F	2004
(5101) Vedette Ave	0.68	770	F	From: Davis Rd To: Main St	99% 0%	0%	0% 0%	0%	0%	C	0.113	F	0.58	850	F	2004
(5103) Northgate Ave	0.33	2200	F	From: Davis Rd To: Meadowbrook Rd	99% 0%	0%	1% 0%	0%	0%	C	0.092	F	0.5	2400	F	2004
(5103) Meadowbrook Rd	0.76	2800	F	From: Northgate Ave To: Lyndhurst Rd	99% 0%	0%	0% 0%	0%	0%	C	0.101	F	0.517	3100	F	2004
(5104) Hopeman Pkwy	0.89	9300	F	From: Main St To: Ivy St	96% 0%	0%	1% 1%	1%	0%	F	0.089	F	0.504	10000	F	2004
(5104) Hopeman Pkwy	0.96	7800	F	From: Ivy St To: King Ave	96% 0%	0%	1% 1%	1%	0%	F	0.09	F	0.504	8600	F	2004
(5104) Hopeman Pkwy	0.58	6600	F	From: King Ave To: Genicom Dr	96% 0%	0%	1% 1%	1%	0%	F	0.099	F	0.538	7200	F	2004
(5104) Hopeman Pkwy	0.29	5900	F	From: Genicom Dr To: Delphine Ave	96% 0%	0%	1% 1%	1%	0%	C	0.089	F	0.596	6500	F	2004
(5105) Lyndhurst Rd	1.61	2900	F	From: SWCL Waynesboro To: Meadowbrook Rd	99% 0%	0%	1% 0%	0%	0%	C	0.114	F	0.609	3200	F	2004
(5105) Lyndhurst Rd	0.65	5200	F	From: Meadowbrook Rd To: Woodrow Ave	99% 0%	0%	1% 0%	0%	0%	F	0.103	F	0.606	5700	F	2004
(5105) Wayne Ave	0.37	6200	F	From: Woodrow Ave To: 13th St	99% 0%	0%	1% 0%	0%	0%	F	0.106	F	0.536	6800	F	2004
(5105) Wayne Ave	0.47	5300	F	From: 13th St To: US 250 Broad St	99% 0%	0%	1% 0%	0%	0%	F	0.099	F	0.559	5800	F	2004
(5105) Florence Ave	0.83	1200	F	From: US 250 Broad St To: Ohio St	99% 0%	0%	1% 0%	0%	0%	F	0.110	F	0.586	1300	F	2004
(5106) New Hope Rd	0.59	420	F	From: Ohio St To: Bridge Ave	99% 0%	0%	1% 0%	0%	0%	F	0.110	F	0.586	1300	F	2004
(5106) Whitebridge Rd	0.98	870	F	From: Dead End To: Guilford La	98% 0%	0%	1% 0%	0%	0%	C	0.108	F	0.505	960	F	2004
(5107) King Ave	0.62	4100	F	From: NCL Waynesboro To: Ivy St	99% 0%	0%	1% 0%	0%	0%	F	0.087	F	0.577	4500	F	2004
(5107) King Ave	0.57	3300	F	From: Bridge St To: Hopeman Pkwy	99% 0%	0%	1% 0%	0%	0%	C	0.115	F	0.515	3600	F	2004

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
(5108) Poplar Ave	0.29	2200	F	From: 13th St	99%	0%	1%	0%	0%	F	0.134	F	0.584	2400	F	2004
				To: Main St												
(5109) Windsor Rd	0.43	3600	F	From: Delphine Ave	99%	0%	1%	0%	0%	C	0.11	F	0.507	4000	F	2004
				To: Lyndhurst Rd												
(5110) 4th Street	0.31	930	F	From: Charlotte Ave	98%	0%	1%	0%	0%	F	0.11	F	0.507	1000	F	2004
(5110) 4th Street	0.46	2100	F	From: Delphine Ave	98%	0%	1%	0%	0%	C	0.099	F	0.555	2300	F	2004
				To: Jackson Ave												
(5111) Arch Ave	0.85	2800	F	From: Wayne Ave	96%	0%	1%	1%	0%	C	0.102	F	0.534	3100	F	2004
				To: Broad St												
(5112) Bridge Ave	1.02	1600	F	From: Hopeman Pkwy	99%	0%	1%	0%	0%	C	0.095	F	0.548	1800	F	2004
(5112) Second St	0.24	4000	F	From: Bath St	99%	0%	1%	0%	0%	F	0.089	F	0.632	4400	F	2004
				To: Delphine Ave												
(5113) Charlotte Ave	0.72	3500	F	From: Main St	97%	0%	1%	0%	2%	C	0.093	F	0.541	3800	F	2004
(5113) 3rd Street	0.18	1300	F	From: 3rd St	97%	0%	1%	0%	2%	F	0.104	F	0.591	1400	F	2004
				To: Bath Ave												
(5114) Shenandoah Ave	0.58	860	F	From: Delphine Ave	96%	1%	2%	0%	0%	C	0.110	F	0.589	940	F	2004
				To: Kirby Ave												
(5118) Delphine Ave	1.22	4600	F	From: SCL Waynesboro	88%	1%	1%	2%	7%	C	0.091	F	0.513	5100	F	2004
(5118) Delphine Ave	2.25	8000	F	From: I-64	91%	1%	1%	2%	5%	C	0.09	F	0.513	8800	F	2004
				To: Main St US 250												
(5119) Oak La	1.39	340	F	From: Delphine Ave	100%	0%	0%	0%	0%	C	0.126	F	0.723	380	F	2004
				To: Lyndhurst Ave												
(5120) Sherwood Rd	0.18	1000	F	From: Hopeman Pkwy	99%	0%	0%	0%	0%	C	0.110	F	0.704	1100	F	2004
				To: NCL Waynesboro												
(5121) Guilford La	0.07	1200	F	From: White Bridge Rd	98%	0%	1%	0%	0%	F	0.112	F	0.514	1300	F	2004
(5121) Guilford La	0.08	1600	F	From: Hampton Dr	98%	0%	1%	0%	0%	C	0.097	F	0.535	1800	F	2004
				To: Ivy St												
(5122) Lew Dewitt Blvd	1.45	9100	F	From: Rosser Ave	98%	0%	1%	0%	1%	C	0.093	F	0.504	10000	F	2004
				To: Main St												
Bath Ave		1300	F	From: 2nd St							0.103	F		1400	F	2004
				To: 3rd St												
Bath Avenue		290	F	From: 3rd Street							0.099	F	0.569	290	F	2004
				To: 4th Street												
Chatham Rd		160	F	From: Greenbrier Rd							0.146	F		180	F	2004
				To: Sunset Ln												

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City of Waynesboro

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Waynesboro																
Cherry Ave		200	F	From:	13th St						0.123	F		210	F	2004
				To:	14th St											
Chestnut Ave		310	F	From:	12th St						0.152	F		340	F	2004
				To:	13th St											
Edward Avenue		250	F	From:	SR254						0.134	F	0.522	250	F	2004
				To:	Hickory Street											
Florence Ave		1000	F	From:	Hemlock St						0.098	F		1100	F	2004
				To:	Bridge Ave											
Monticello St		120	F	From:	Bader St						0.142	F		130	F	2004
				To:	Dead End											